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POULTRY

COMFORT FOR SITTING HENS

Give "Broodies" Nests Where They Will Not Be Disturbed During Period of Incubation.

(Prepared by the United States Department of Agriculture)

There are several ways to tell when a hen is becoming broody and wants to sit. Soft, downy feathers are left in the nest; the hen stays on the nest longer when laying. On being approached she will remain on the nest, making a chucking noise and ruffling her feathers. When one is reasonably sure that the hen is broody, and her breast feels warm to the hand, she is ready to be transferred to the nest, previously prepared where she is to sit.

At this time it is advisable to dust the hen thoroughly with insect powder. In doing so hold the hen by the feet with the head down, working the powder well into the feathers, especially those around the vent and under the wings. The sitting hen should be dusted again on or about the eighteenth day of incubation to be sure that no lice are present when the chicks are hatched. Powder should also be sprinkled in the nest. Sodium fluorid may be used for the purpose, say poultry specialists of the United States Department of Agriculture.

When possible the nest should be in some out-of-the-way place, where the hen will not be disturbed. Night is the best time for moving the hen from the regular laying nest to the one she is to sit on. She should be handled carefully. A china egg or two should be placed in the nest, and a board or a covering may be placed over the nest so that the hen will not get off. Toward the end of the second day go quietly to the nest, leave some feed and water, and remove the covering from the top or front of the nest, so that she can come off when ready. The best feed for the sitting hen is whole corn or wheat, or both. Should she return to the nest after feeding, replace the china egg with those to be incubated. The nest should be slightly darkened, as the hen is then not so likely to become restless.

In cool weather it is best not to



Dusting the Sitting Hen With Insect Powder.

put more than 10 eggs under a hen. Later in the spring, however, from 12 to 15 eggs can be set, according to the size of the hen.

When several hens are sitting in the same room they should be separated by partitions and should be kept on the nests and allowed to come off only once each day to receive feed and water. A hen that does not voluntarily come off the nest should be taken off. As a rule hens will return to their nests before there is any danger of the eggs chilling, but if they do not go back in half an hour they should be put back.

Examine and clean the nest carefully, removing any broken eggs and washing those that are soiled. Nesting material soiled by broken eggs should be replaced with clean straw, hay, or chaff. Nests containing broken eggs soon become infested with mites and lice, which will cause the hens to become uneasy and leave the nest. This is likely to be the cause of the loss of valuable settings of eggs. When a nest is infested with mites, the hen, if fastened in, will often be found standing over rather than sitting on the eggs.

Eggs laid late in winter or early in spring are frequently infertile, and for that reason it is advisable to set several hens at the same time. After from five to seven days' incubation, the time depending somewhat on the color and thickness of the shells, the eggs should be tested, the infertile and dead-germ eggs removed and the fertile ones returned to the hens. Thus in many instances all the eggs remaining under several hens may be placed under one or two, and the hens from which the eggs were taken may be reset. For instance, 30 eggs are set under 3 hens at the same time, that is, 10 under each hen. At the end of 7 days, at which time the eggs should be tested, it may be found that 10 are infertile or have dead germs, leaving only 20 fertile eggs. These 20 eggs can then be put under the two hens, and a new sitting placed under the third hen.

GOOD ROADS

REVENUE FOR ROAD BUILDING

Registration and License Fees in 1920 Amounted to \$102,034,106— Increase in Cars.

(Prepared by the United States Department of Agriculture.)

A total of 9,211,295 motorcars, including commercial vehicles, were registered last year in the 48 states and District of Columbia, according to figures compiled by the bureau of public roads of the United States Department of Agriculture in a study of revenue available for road-building purposes. There were also registered a total of 238,146 motorcycles. The registration and license fees, including those for chauffeurs, operators and dealers, amounted to \$102,034,106.26. As compared with 1919, the data for 1920 represent an increase of 22 per cent, or 1,645,849 motorcars. This increase alone lacks but 4 per cent of being equal to the total registrations of the United States six years ago.

In 1920 in the state of New York alone the number of motorcars registered, including commercial vehicles,



Improved Roads Facilitate the Delivery of Mail to the Farmer.

exceeded the total cars registered in the whole of the United States in 1910. Furthermore, the revenues derived from registration in the state of New York in 1920 were about equal to the entire registration revenues of the United States for 1913.

The use made of revenues has changed with the passing of years. In 1906 the total registrations were approximately 48,000 cars, paying a gross revenue of about \$193,000. (Arizona in 1920 paid approximately this amount.) In 1906 the gross registration revenues were equal to less than three-tenths of 1 per cent of the total rural road and bridge expenditures for that year.

The registration revenues in 1920 were equal to about 25 per cent of the total rural road and bridge expenditures for the calendar year 1919. In 1906 practically none of the motor vehicle revenues was applied to road maintenance or construction, while in 1920 96 per cent, or a total of \$97,907,160.60, was used for this purpose. The remaining 4 per cent not applied to road work was expended very largely for number plates and in carrying out the provisions of the motor vehicle registration laws in the several states. Of the total amount applied to road work 79 per cent, or \$77,531,532.57, was expended under the control or supervision of the several state highway departments.

FARMER AND GOOD HIGHWAYS

Improved Roads Make Farm Only a Suburb and Land Has Increased Greatly in Value.

The biggest booster for good roads in the country today is the farmer. A few years ago he felt that the portion of his taxes used in the construction of permanent highways represented a benefit only to the motoring tourist and the city automobile owner. The farmer argued that he was paying for their pleasures, and the result was a superstition against the good roads movement, which, unfortunately, has not as yet been entirely overcome in some sections of the country.

Now, however, when the farmer finds that his land has trebled in value; when the merchandise for which he has telephoned in the morning can be delivered by noon of the same day; when the market for his own produce is brought hours nearer; when the winter and its following spring thaw possess no terrors for him—all this because of the improved highway which makes his farm only a suburb, as it were, of the nearest city—he naturally becomes a hard-working and hard-voting enthusiast for good roads.—Leslie's.

HIGHWAY COSTS ARE HIGHER

Expense of Road Construction in 1920 Twice as Much as in 1917, According to Expert.

Every kind of road cost about twice as much to build in 1920 as it did in 1917, according to the chief of the bureau of public roads, United States Department of agriculture, and highway construction suffered more than any other class of work through railroad congestion, strikes, labor troubles and material shortages.



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